

## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

S-E-C-R-E-T

50X1-HUM

COUNTRY USSR (Kaluga Oblast)

REPORT

SUBJECT Urban and Industrial Information  
on Kaluga

DATE DISTR. 16 February 1962

NO. PAGES 5

REFERENCES RD

50X1-HUM

DATE OF  
INFO.PLACE &  
DATE ACQ

THIS IS UNEVALUATED INFORMATION.

Transportation Facilities

1. [redacted] Kaluga /N54-31, E36-167, oblast center of the Kaluga Oblast, had 133,000 inhabitants in 1959, most of whom were Russian. The Oka River, which was about 50 to 60 meters wide, traversed the city and carried only small passenger and freight boats; no large vessels sailed the river. There was no indication of anchorage facility construction or similar work on the riverbanks. 50X1-HUM
2. Three trolley bus lines provided public transportation in Kaluga; Line No. 1 extended from the railroad station to the Peace Square (Skver Mira) at the end of ulitsa Lenina; Line No. 2 extended from ploschad Lenina to the Cosmetics Combine, and Line No. 3 extended from Peace Square to the Tsiolkov Park.
3. The streets and access roads in Kaluga were in poor condition, the only exception being the highway to Novomoskovsk (Stalinogorsk), which was about 11 meters wide, asphalt-surfaced, and in good repair. There were no restrictions of any kind on this road, and traffic of all types was considerable.
4. In late 1958, the Sergeyev Skit railroad station, located about ten kilometers west of Kaluga, was redesignated Kaluga II and had since served as the central station for the city's considerable volume of inter-urban and long-distance traffic. The Kaluga I station, within the city, had been limited to trains connecting Kaluga with nearby towns. The only important train to stop at Kaluga I was that on the Moscow/Kaluga line.

S-E-C-R-E-T

50X1-HUM

5

4

3

2

1

STATE	X	ARMY	X	NAVY	X	AIR	X	NSA	X	OCR	X	NIC	X	DIA	X
-------	---	------	---	------	---	-----	---	-----	---	-----	---	-----	---	-----	---

(Note: Washington distribution indicated by "X"; Field distribution by "#".)

ocr

50X1-HUM

## INFORMATION REPORT INFORMATION REPORT

S-E-C-R-E-T

50X1-HUM

Utilities

5. The gas stations in Kaluga, though relatively few in number, were sufficient for the public's needs. Most industrial plants stocked their own fuel.
6. During recent years, large scale work installing underground tanks for natural gas had been underway in the vicinity of Kaluga ~~at~~ railroad station. The work was being carried out by the Mosgazpodzemstroy ~~isic~~. The installation was to serve as a gas reservoir for the steadily growing requirements of Moscow, where this fuel was replacing kerosene for domestic and industrial purposes. The underground water was forced out by air pressure to make room for the gas, which was piped there from the resources in ~~Dashava~~ ~~N49-16, E24-00~~. ~~the installation was to~~ stock a 15-year supply of gas. 50X1-HUM

Industrial Information

7. The Kaluga Electromechanical Plant (Kaluzhskiy Elektro-Mekhanicheskiy Zavod - KEMZ), subordinate to the local Sovnarkhoz, produced communication equipment for the armed forces, such as transmitters, receivers, and ATS-type telephone exchanges. The plant also produced electric calculating machines for offices and ~~manufactured small arms~~. The KEMZ plant comprised departments for the production of various parts of civilian radio sets, but it did not assemble the sets ~~There were also a number of departments which were closed to all but those who worked there. the plant was either directly or indirectly connected with the television industry, since it maintained a school for training television mechanics and technicians. The plant, whose employees worked in three shifts, used large quantities of thin wires for armatures.~~ 50X1-HUM
8. The Kaluga Automobile Equipment Plant (Kaluzhskiy Zavod Avtomobilnogo Oborudovaniya - KZAM), located on Moskovskaya ulitsa, produced electrical equipment for automobiles and motorcycles ~~It employed between 4,000 and 5,000 workers.~~ 50X1-HUM
9. The Kaluga Turbine Plant (Kaluzhskiy Turbinnyy Zavod - KTZ), a plant of national importance, produced steam turbines (paroviye turbiny) for power stations and for generating plants mounted on railroad flatcars. ~~the plant was about to start producing 100,000 kw gas turbines. A special shop of the plant (spets tsekh) produced compressors mounted on ZIL-150 or 155 trucks. This shop was supervised by a permanent representative of the Ministry of Defense; it was subordinate to an unspecified body in Moscow, and depended on the KTZ only for cadres and supplies. The plant used large quantities of 96 percent alcohol. The compressors produced could build up pressures of up to 80 atmospheres, and their outlet pipes were made of special rubber hose supplied to the plant from an unknown source. The plant was also believed to produce small arms cartridges~~ 50X1-HUM
10. The Thaelmann Machine Plant, which used to produce scales of various sizes, in recent years had been manufacturing electric motors with an output of 0.6, 1.7, and 2.8 kilowatts for rail track inspection cars. 50X1-HUM
11. Zavod MPS was an old repair shop for steam engines (diesel locomotives were rarely seen in Kaluga), subordinate to the Ministry of Railroads ~~Transportation~~. The plant had only local importance, and the identity about its entrance was perfunctory. 50X1-HUM
12. A plant ~~had been under construction since 1959 in an area called Poselok Mayakovskogo, outside Kaluga. The work was carried on as Construction No. 777 and proceeded at a fast pace. Four or five buildings for housing the workers and technicians of the plant, the buildings being set up. By late 1960, only one of these buildings (about 60 meters long and 20 meters wide) had been completed. At the~~ 50X1-HUM

S-E-C-R-E-T

50X1-HUM

S-E-C-R-E-T

50X1-HUM

\_\_\_\_\_

were being installed at the plant, which was said would be a radio tube factory. The plant had been hiring employees, mostly young people with at least ten year's schooling, since mid-1960; graduates of technical colleges and vocational schools were given priority. Some of the boys and girls who were accepted for work at the plant were sent at the plant's expense to the "Svetlana" Plant in Leningrad and to Novosibirsk for additional training in the operation of automatic machine tools and conveyor belts. \_\_\_\_\_ this plant would probably work in cooperation with the KEMZ plant; it was said that a number of experts from KEMZ would be transferred to the new plant when production began. The first output, scheduled for 1961, was to comprise three types of radio tubes. For this purpose, the production shops had already been equipped with air conditioning and ventilation installations.

50X1-HUM

13. A plant \_\_\_\_\_ located in Grabtsevo N54-34, E36-22. \_\_\_\_\_ carried out drillings in various places in the Kaluga Oblast. 50X1-HUM

14. A tank repair shop, generally referred to as Baza 66, was located about eight kilometers from Kaluga on the road leading to Zhdamirovo N54-31, E36-22. A tank unit engaged in the repair work was stationed within the grounds, and no civilians were employed there. \_\_\_\_\_ 50X1-HUM

15. Other industrial plants in Kaluga were the following:

- a. A factory for matches and furniture, called "Gigant".
- b. A combine producing cosmetics (Kombinat Sinteticheskikh Dushistykh Veshchest - SDV).
- c. A glass factory.
- d. An automobile repair plant.
- e. Military Automobile Repair Plant No. 35.
- f. An accordion factory, called "Akord".
- g. The Kaluga Instrument Plant (Zavod Kaluga Pribor), also called the "Pyrometric" Plant, which apparently produced radiation measuring equipment.

16. \_\_\_\_\_ a nuclear power station \_\_\_\_\_ was located at Obninsk N55-05, E36-37. \_\_\_\_\_ 50X1-HUM  
50X1-HUM

17. A unit of the "Rocket Troops" (? Raketynye Voyska) was stationed in the town of Kazelsk [sic; possibly Kozelsk, N54-02, E35-48], in the Kaluga Oblast \_\_\_\_\_

50X1-HUM

19.

Legend to Town Plan of Kaluga

1. Kaluga Instrument Plant.
2. Mashzavod, a plant which manufactured spare parts for metalworking machines.
3. Thaelmann Machine Plant.
4. ~~Stick~~ factory.
5. Railroad engine repair shop.
6. Kaluga railroad station. [Kaluga I].
7. Sovnarkhoz offices.
8. Research institute, a building which formerly housed the railroad management offices.
9. Television aerial mast for broadcasts from Moscow.
10. Not identified.
11. [Former] MVD directorate, a new building.
12. Military automobile repair plant No. 35.
13. "Gigant" plant.
14. Bridge.
15. Obkom building, which formerly housed the main office of the railroad directorate.
16. "Akord" Accordion factory.
17. Town power station (TETS).
18. Military signals unit (radiochast).
19. Building occupied by the military.

S-E-C-R-E-T

50X1-HUM

S-E-C-R-E-T

50X1-HUM

20. Military hospital.
21. Radar unit.
22. Pedagogical institute.
23. Gorkom.
24. Town Military Commissariat.
25. Oblispolkom.
26. Office of the Obkom.
27. Military ~~branch~~ unit.
28. Military barracks.
29. Kaluga Electromechanical Plant (KEMZ).
30. Kaluga Automobile Equipment Plant (KZAM).

50X1-HUM

S-E-C-R-E-T

50X1-HUM

